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NATIONAL OCEAN SERVICE

DATA ACQUISITION AND PROCESSING REPORT

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LOCALITY

<i>State</i>	Mississippi, Louisiana
<i>General Locality</i>	Western Vicinity of Lake Borgne

2015

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Jonathan L. Dasler, David Evans and Associates, Inc.

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Data Acquisition and Processing Report
Project OPR-J311-KR-14
Locality: Western Vicinity of Lake Borgne
October 2014
R/V *Westerly*, S/V *Blake*
David Evans and Associates, Inc.
Chief of Party: Jonathan L. Dasler, PE, PLS, CH

INTRODUCTION

This report applies to surveys H12708, H12709, H12710, H12711, H12712, H12720, H12721, and H12722 located in the western vicinity of Lake Borgne encompassing Federal waters and State waters of Mississippi and Louisiana. These contract surveys were performed under OPR-J311-KR-14 as specified in the *Statement of Work* (July 9, 2014) and *Hydrographic Survey Project Instructions* (August 29, 2014). All survey methods meet or exceed requirements as defined in the National Ocean Service (NOS) *Hydrographic Surveys Specifications and Deliverables* (HSSD) (April 2014).

The purpose of this project is to perform modern-day hydrographic surveys of 133.5 square nautical miles of dynamic, hurricane influenced waterways and coastal regions for NOS and its nautical charting products.

Starting in the summer of 2015, the tug and tow industry will be re-routed to the west of Chandelier Islands due to a closure of the Gulf Intercoastal Waterway West (GIWW). A large portion of the proposed alternative shipping route lies within the southern portion of the survey area.

All references to equipment, software or data acquisition and processing methods were accurate at the time of document preparation. All changes to data acquisition and processing methods will be specifically addressed in the Descriptive Report for each project survey.

A. EQUIPMENT

For this project David Evans and Associates, Inc. (DEA) implemented state-of-the-art data acquisition systems on board the Research Vessel (R/V) *Westerly* and Survey Vessel (S/V) *Blake* in accordance with National Oceanic and Atmospheric Administration (NOAA) standards and modern remote sensing techniques. Operational systems used to acquire survey data and redundant systems that provided confidence checks are described in detail in this section and are listed in Table 1 and 2.

Table 1. R/V Westerly Hardware

Instrument	Manufacturer	Model	Serial No.	Function
Multibeam Echosounder				
Sonar	RESON	SeaBat 7125-SV2	TX 4010162 RX 3310053	Multibeam sonar, using 256/512 beams at 400kHz
Deck Unit	RESON	FP2.2	18200511035	Multibeam sonar processor
Sound Speed				
MVP-30 Sound Speed Profiler	Rolls Royce/AML Oceanographic	Smart SV&P	5110	Primary sound speed profiler
Surface Sound Speed	AML Oceanographic	Micro SV Xchange	Housing: 7561 Sensor: 201004	Sound speed at MBES
Sound Speed Profiler	Sea-Bird Electronics, Inc.	SBE 19-03 SeaCAT	2691	Secondary sound speed profiler
Navigation				
Deck Unit	Applanix	POS MV 320 V4, Firmware: 5.03	3083	Primary inertial reference system for position, heading, heave, roll and pitch data. RTK-GPS and DGPS corrections
IMU	Applanix	POS MV V4	898	
Starboard Antenna	Trimble	Zephyr Model 1	60073610	
Port Antenna	Trimble	Zephyr Model 1	60080535	
RTK-GPS Receiver	Trimble	Trimble SPS751	4706K04156	Secondary positioning system with integrated RTK-GPS radio
RTK-GPS Antenna	Trimble	GA530	6852	
DGPS Beacon and Receiver	Trimble	DSM132	0224094182	Tertiary DGPS positioning system
DGPS Beacon and Receiver Antenna	Trimble	DSM132	0220360503	
DGPS Beacon and Receiver	CSI Wireless	MBX-3S	0647323510026	Differential radio for POS/MV primary position system
DGPS Beacon Antenna	CSI Wireless	MD MGL-3	071635820006	
C4G cellular network modem.	DIGI	Digi Connect WAN 3G	357975020420313	C4G GPS network solution using CMR+ message

Table 2. R/V Blake Hardware

Instrument	Manufacturer	Model	Serial No.	Function
Side Scan Sonar				
Deck Unit	EdgeTech	701-DL	46213	Topside side scan interface and digital sensors
Towfish	EdgeTech	4200-HF 4200-HF	46437 Bow tow 42627 Stern tow	300/600 kHz side scan towfish for seafloor imaging
Side Scan Sonar Cable Counter				
Cable Counter	Measurement Technology Northwest	LCI-90	0350	Continuous digital output of deployed side scan tow cable length for layback calculations
Multibeam Echosounder				
Sonar	RESON	SeaBat 7125-SV2 SPU G5	TX 3313070 RX 0214073	Multibeam sonar, using 256/512 beams at 400kHz
Deck Unit	RESON	FP4 V6.0.0.11	18340714125	Multibeam sonar processor
Sound Speed				
MVP30-350 Sound Speed Profiler	Rolls Royce/AML Oceanographic	Micro SVP&T	Housing: 7710 Sensor: 201529	Primary sound speed profiler.
Surface Sound Speed	AML Oceanographic	Micro SV Xchange	Housing: 10661 Sensor: 204011	Sound speed at MBES
Sound Speed Profiler	AML Oceanographic	SV Plus V2	3591	Secondary sound speed profiler
Sound Speed Profiler	Sea-Bird Electronics, Inc.	SBE 19-03 SeaCAT	2691	Secondary sound speed profiler
Navigation				
Deck Unit	Applanix	POS MV 320 V4, Firmware: 5.03	2357	Integrated Differential Global Positioning System (DGPS) and inertial reference system for position, heading, heave, roll and pitch data
IMU	Applanix	POS MV V4	750	
Starboard Antenna	Trimble	Zephyr Model 2 Rugged	1194J5371Z	
Port Antenna	Trimble	Zephyr Model 2 Rugged	0974J5401Z	
DGPS Receiver	Trimble	SPS351	5418D53021	Secondary DGPS positioning system
DGPS Antenna	Trimble	GA530	5280	

A1. Survey Vessels

The R/V *Westerly*, owned and operated by Zephyr Marine (Figure 1), was the vessel used for surveys H12708 and H12709.



Figure 1. R/V *Westerly*

The R/V *Westerly*, hull identification number 1231991 is a 38-foot, 13-gross ton, aluminum catamaran with a 16.5-foot beam and a draft of 3.5 feet. The vessel is equipped with twin Hamilton jets, centerline moon pool hydraulic multibeam mount, stern mounted A-frame, air-shock equipment rack, and data acquisition station.

The S/V *Blake*, owned and operated by DEA (Figure 2), was the vessel used to acquire data on H12710, H12711, H12712, H12720, H12721, and H12722.

The S/V *Blake*, is a 92-ton United States Coast Guard (USCG) Subchapter T inspected vessel, Official Number 1256966, and Hull Number 213. She is an 83-foot aluminum catamaran with 27-foot beam and a draft of 4.5 feet. The vessel is equipped with wave-piercing bows, Tier-3 diesel engines, twin 55-kilowatt generators, centerline moon pool with hydraulic multibeam strut, stern mounted A-frame, bow mounted knuckle boom crane, climate controlled equipment and server closet, two data acquisition stations and two data processing stations. The S/V *Blake* supports a hydrographic crew of six and is supported by four ship crew for 24-hour survey operations.



Figure 2. S/V Blake

A2. Side Scan Sonar Systems

The S/V *Blake* side scan sonar imagery was acquired with an Edgetech 4200-HF (300/600 kHz) dual frequency side scan sonar. The sonar was operated in high-frequency, high-speed mode at 600 kHz for data collected at 50-meter range.

Odd numbered preplanned Hypack survey lines were used to make up the 100 percent coverage while the even numbered lines made up the 200 percent coverage. Side scan sonar imagery was logged as eXtended Triton Format (XTF) (16 bit, 2048 pixels/channel) in Triton Isis SS-Logger. In addition to the imagery, vessel heading, pitch, roll, position, towfish depth and altitude, and computed towfish position from layback calculations were also recorded to the XTF.

The side scan sonar towfish was either deployed from the bow or stern of the vessel. For each configuration, the horizontal offset of the tow point relative to the vessel reference point was entered into Hypack. The tow point position calculated in Hypack was sent to SS-Logger and used as the raw towfish position. When using the cable out method, an LCI-90 cable payout interface was used to measure cable out. The cable out, along with the measured tow point height above the waterline and towfish depth was used by SS-Logger to compute layback. When using the fixed layback method, the cable out on the bow or stern was set at a fixed distance and the horizontal distance from the tow point to the towfish was measured. This horizontal layback was entered into SS-Logger as a positive value as the towfish was always aft of the tow point.

To confirm adequate target resolution at the outer limits of the selected range, confidence checks were conducted on a daily basis during acquisition and noted in the acquisition logs. In deteriorating conditions, confidence checks were performed more frequently to confirm detection of features at the outer range limits.

A3. Multibeam System

The R/V *Westerly* was equipped with a Reson SeaBat 7125-SV2 dual frequency Multibeam Echo Sounder (MBES) sonar capable of operating at 200 kHz or 400 kHz, and integrated Applied Microsystems, Ltd. (AML) Micro SV Xchange sound velocity sensor. The multibeam was deployed with a center lift strut through a moon pool with retractable door. The Reson 7125-SV2 was operated with Feature Pack (FP) 2.1 at 400 kHz in Minimum Beam mode which produced a 140-degree swath of 256, or 512 equiangular beams.

The S/V *Blake* was equipped with a Reson SeaBat 7125-SV2 SPU G5 dual frequency multibeam sonar capable of operating at 200 kHz or 400 kHz, and integrated AML Micro SV Xchange sound velocity sensor. The multibeam was deployed with a center lift-mount through a moon pool. The Reson 7125-SV2 SPU G5 was operated with FP 4 at 400 kHz in Minimum Beam mode which produced a 140-degree swath of 256, or 512 equiangular beams.

For this survey all multibeam data were acquired with the 400 kHz SV2 bracket (PN85160026C02) selected in the hardware configuration. All multibeam data were output using the 7006 datagram, which references all soundings with respect to the 7125 sonar reference point. Range adjustments were made during acquisition as dictated by changes in water depth. HYPACK HYSWEEP was used to acquire multibeam data in HYSWEEP HSX file format and snippets in 7K file format.

A4. Position, Heading and Motion Reference Systems

A4.a R/V *Westerly*

The R/V *Westerly* was outfitted with an Applanix Position and Orientation System for Marine Vessels (POS/MV) 320 version 4 with Global Positioning System (GPS) and inertial reference system, which was used to measure attitude, heading, heave, and position. The system was comprised of an Inertial Motion Unit (IMU), dual frequency (L1/L2) GPS antennas, and a data processor.

A Trimble SPS751 RTK-GPS receiver received the Compact Measurement Record Plus (CMR+) message via Network Transport of RTCM data over IP (NTRIP) protocol over cellular broadband from the Louisiana State University C4G Real-Time Network. The system served as a secondary GPS system for quality control purposes and auxiliary GPS providing RTK corrected positions to the POS/MV.

A Trimble DSM132 Differential GPS (DGPS) receiver was used as a redundant positioning system to provide tertiary DGPS corrected positions for quality control purposes and differential corrections to the POS/MV in the case that the C4G network was unreachable. The redundant system used an intergraded beacon receiver and acquired differential corrections from the USCG beacon at English Turn, Louisiana (293 kHz) or Eglin Air Force Base (AFB), Florida (295 kHz).

A4.b S/V Blake

The S/V *Blake* was outfitted with a POS/MV 320 version 4 with GPS and inertial reference system, which was used to measure attitude, heading, heave, and position. The system was comprised of an Inertial Motion Unit (IMU), dual frequency (L1/L2) GPS antennas, and a data processor.

A Trimble SPS351 DGPS acquired corrections from the USCG beacon located at either Eglin Air Force Base, Florida (295 kHz), English Turn, Louisiana (293 kHz) or New Bern, North Carolina (294 kHz); and provided differential corrections to the POS/MV. In addition, the Trimble SPS351 DGPS receiver was used as a redundant positioning system to provide secondary DGPS corrected positions for quality control purposes.

Positions from all systems were displayed in real-time using Hypack and continuously compared during survey operations.

A weekly position comparison between the primary and secondary positioning system was observed and documented while the vessel was secured and relatively motionless in the marina. Logged position data were extracted from the Hypack RAW file and entered into an Excel file for comparison. Position check reports can be found in Separate I *Acquisition and Processing Logs* of each survey's Descriptive Report.

Position, timing, heading and motion data were output to the Hypack acquisition system using the POS/MV real-time Ethernet option at 25 Hz.

The POS/MV provided time synchronization of sonar instruments and data acquisition computers using a combination of outputs. The Reson processors and Hypack acquisition computers were provided a Pulse Per Second (PPS) and National Marine Electronics Association (NMEA) Global Positioning System Timing Message (ZDA) to achieve synchronization with the POS/MV. The Isis SS-Logger acquisition computer synchronized its time using the proprietary Trimble Universal Time Coordinated (UTC) message provided by the POS/MV. All messages contained time strings that enabled the acquisition computers and sonars to synchronize to the time contained within the message. Time offsets between the instruments and computers, relative to the times contained in POS/MV network packets, were typically sub-millisecond.

Using the Ethernet logging controls, the POS/MV was configured to log all of the raw observable groups needed to post process the real-time sensor data. The POS/MV logged 64 megabyte .000 files, which resulted in multiple files created per day. The TrueHeave™ data group was also logged to these files.

A5. Sound Speed Measurement Systems

Sound speed sensors were calibrated prior to the start of acquisition. Factory calibration results are included in Appendix IV *Sound Speed Sensor Report* of this report. All sound speed calculations from the Sea-Bird Conductivity, Temperature, and Depth (CTD) profiler used the Chen-Millero equation.

A Rolls Royce Moving Vessel Profiler (MVP) 30 equipped with AML Oceanographic Smart SV&P sensors was used as the primary sound speed sensor for the R/V *Westerly*. A Seabird SBE 19-03 SeaCAT was used as the secondary sound speed sensor.

A Rolls Royce MVP 30-350 equipped with AML Oceanographic Micro SVP&T sensors was used as the primary sound speed sensor for the S/V *Blake*. An AML SV Plus V2 was used as the secondary sound speed sensor.

A6. Acquisition and Processing System

The acquisition stations were custom-installed and integrated on both the R/V *Westerly* and S/V *Blake* by DEA and consisted of a HYPACK HYSWEEP multibeam acquisition and navigation computer, an MVP computer and a computer for digital logs and general administration. The S/V *Blake* had an additional Triton Isis SS-Logger side scan sonar data acquisition computer and two processing computers.

During R/V *Westerly* data acquisition, data acquired were logged locally on each acquisition computer and then transferred to the field office in Slidell, LA using an external USB 3.0 hard drive at the completion of each survey day. Data collected from the S/V *Blake* were logged locally on each acquisition computer and continuously backed up to a QNAP network attached storage (NAS) device. A secondary QNAP NAS was used to perform backups of the primary QNAP. At each vessel port call, acquisition and processing data from the primary QNAP were transferred to the Gulfport, MS and Vancouver, WA offices via two external USB 3.0 hard drives.

Software installation for the R/V *Westerly* took place on September 29, 2014 (DN 272). Software installation for the S/V *Blake* occurred on November 14, 2014 (DN 318). Applanix POSPac MMS software was upgraded on December 10, 2014 (DN 344). The software and version numbers used throughout the survey are listed in Table 3.

Table 3. Acquisition and Processing Software

Name	Manufacturer	Version
Acquisition		
Hypack	Hypack, Inc.	14.0.0.23
Hypack Survey	Hypack, Inc.	14.0.0.23
Hysweep	Hypack, Inc.	14.0.9.0
SeaBat	Reson	Westerly FP2.2 Blake FP4 V6.0.0.11
Isis SS-Logger	Triton Imaging, Inc.	7.3.623.51
Discover 4200-MP	Edgetech	33.0.1.109
LineLog	David Evans and Associates, Inc. Marine Services Division	2.0.7
MV-POSView	Applanix Corporation	5.1.0.2
ODIM MVP Controller	ODIM Brooke Ocean	Westerly 2.43 Blake 2.45
SeaTerm	Sea-Bird Electronics, Inc.	1.59
SBE Processing	Sea-Bird Electronics, Inc.	7.23.1
Processing		
HIPS	CARIS 64-bit	8.1.10.0
Notebook	CARIS 64-bit	3.1
Bathy DataBASE	CARIS 64-bit	4.1.0
ArcGIS	ESRI	10.2.2
Triton SS-Logger (ISIS)	Triton Imaging, Inc.	7.3.623.51
SonarWiz5	Chesapeake Technology, Inc	5.007.0002
POSPac MMS	Applanix	7.0.5289.22199
POSPac MMS	Applanix	7.1.5450.23707
Photoshop CS3	Adobe	10.0
SVP Convert	David Evans and Associates, Inc.	2.0.4
Other		
Microsoft Office Suite	Microsoft	2007/2010
Beyond Compare	Beyond Compare	3.3.8/4.0

A7. Survey Methodology

A7.a Mobilization

Mobilization, sensor installation, and calibration of the R/V *Westerly* occurred at Rebel Boatworks Shipyard in Biloxi, MS from September 29, 2014 (DN 272) to October 4, 2014 (DN 277). Vessel offsets and associated measurement uncertainties for the R/V *Westerly* were calculated from a vessel offset survey performed on June 27, 2011 prior to the start of project OPR-J349-KR-11. All survey points were positioned using a terrestrial land survey total station from a minimum of two locations, which allowed a position uncertainty to be determined. Vessel offsets and uncertainties were used in the Hydrographic Information Processing System (HIPS) HIPS Vessel Files (HVF). No modifications to the survey vessel or sensor installation points

have occurred since the close of OPR-J348-KR-11 that would impact offsets. Once installation was complete and the hydrographer was confident that all sensors were operational, the survey vessel underwent system calibration and patch tests.

Settlement and squat tests were performed prior to the start of acquisition and as dictated by changes in equipment during OPR-J11-KR-14. Procedures for these tests are detailed in section C2 of this report.

Mobilization of the S/V *Blake* occurred at Gulfport Small Craft Harbor in Gulfport, MS on November 14, 2014 (DN 318). Vessel offsets and associated measurement uncertainties for the S/V *Blake* were calculated from a vessel offset survey performed September 23-24, 2014 (DN 266-267) prior to the start of project OPR-J311-KR-14. All survey points were positioned using a terrestrial land survey total station from a minimum of two locations, which allowed a position uncertainty to be determined. Vessel offsets and uncertainties were used in the HIPS HVF. Once installation was complete and the hydrographer was confident that all sensors were operational, the survey vessel underwent a squat test, system calibration and patch tests.

A7.b Survey Coverage

The inshore limit of hydrography is defined in the final project instructions as the farthest offshore of the following: (1) the 4-meter depth contour or (2) the line defined by the distance seaward from the Mean High Water (MHW) line which is equivalent to 0.8 millimeters at the scale of the largest scale nautical chart.

The survey requirement for H12708 and H12709 was object detection multibeam with backscatter up to the survey boundary or the inshore depth limit, whichever came first. The multibeam coverage was monitored during acquisition using a HYPACK HYSWEEP matrix with 2-meter resolution. Matrix settings were adjusted to account for swath width, vessel draft and tides. In places where coverage was insufficient or the vessel had to maneuver to avoid crab pots in the survey area, targets were marked in HYPACK Survey in order to subsequently fill gaps. Soon after collection, coverage was evaluated in the Vancouver, WA office by computing CARIS Combined Uncertainty and Bathymetry Estimate (CUBE) surfaces. Fill lines were created over gaps in the CUBE surface or over significant features that required more coverage to obtain a least depth meeting NOS HSSD object detection coverage requirements.

The survey requirement for H12710 was object detection multibeam with backscatter inside of the Gulfport shipping channel and 200 percent side scan sonar coverage with concurrent set line spacing MBES with backscatter outside of the Gulfport shipping channel up to the survey boundary or the inshore depth limit, whichever came first. The side scan sonar was operated at 50-meter range with 40-meter survey line spacing, to achieve 200 percent side scan coverage and allow for a 5-meter to 10-meter offline tolerance. Additional multibeam data was acquired over significant features found in either the multibeam or side scan data record to obtain a least depth meeting NOS HSSD object detection coverage requirements.

The survey requirement for H12711, H12712, H12720, H12721 and H12722 was 200 percent side scan sonar coverage with concurrent set line spacing MBES with backscatter up to the

survey boundary or the inshore limit, which ever came first. The side scan sonar was operated at 50-meter range with 40-meter survey line spacing, to achieve 200 percent side scan coverage and allow for a 5-meter to 10-meter offline tolerance. Additional multibeam data was acquired over significant features found in either the multibeam or side scan data record to obtain a least depth meeting NOS HSSD object detection coverage requirements.

A waiver was granted by Hydrographic Surveys Division (HSD) to allow use of the full side scan range at the 50-meter range scale when towfish altitude required the reduction of the side scan effective range. A copy of the email granting this waiver is included with the OPR-J311-KR-14 *Project Correspondence*.

The final Project Reference File (PRF) OPR-J311-KR-14_PRF_Final.000 was received by DEA on September 24, 2014 by email.

A7.c Side Scan Sonar Operations

For the duration of the project, the side scan sonar was operated in high-frequency, high-speed mode at 600 kHz and 50-meter range.

The EdgeTech 4200 series sonar has a ping rate of 30 Hz at 50-meter range, while operating in the high speed mode. High speed mode makes use of the optional Multi-Pulse (MP) technology, which places two sound pulses in the water at a time rather than the traditional one pulse, and allows for tow speeds upwards of 9 knots. In accordance with the NOS HSSD, vessel speed was monitored to allow for the acquisition of a minimum of three pings per meter. The side scan was towed from either the bow or stern of the S/V *Blake* during acquisition.

The side scan sonar operator was assigned the task of analyzing the digital sonogram and keeping the towfish height within specification by adjusting cable out. The operator also called out contacts and daily confidence checks, which were entered into the digital acquisition log. When weather or sea conditions degraded side scan sonar imagery, operations were suspended.

For areas requiring 200 percent side scan sonar coverage, the coverage was obtained by using Technique 2 listed under Section 6.1.1 of the NOS HSSD. This technique allows for two separate 100 percent coverages by running splits between the first coverage to obtain the second coverage.

A7.d Multibeam Sonar Operations

Multibeam operations from the R/V *Westerly* met coverage requirements by using the object detection MBES with backscatter technique as stated in the OPR-J311-KR-14 *Hydrographic Survey Project Instructions* and defined by the NOS HSSD. The multibeam sonar was operated at different range scales throughout the survey by adjusting the depth range to obtain the best coverage in varying depths of water. Gain and power were adjusted to record a strong bottom return capable of supporting quality depth and backscatter data.

Multibeam and side scan sonar operations from the S/V *Blake* met coverage requirements by utilizing both the object detection MBES with backscatter and 200 percent side scan sonar

coverage with concurrent set line spacing MBES with backscatter coverage technique as stated in the OPR-J311-KR-14 *Hydrographic Survey Project Instructions* and defined by the NOS HSSD. The multibeam sonar was operated at different range scales throughout the survey by adjusting the depth range to obtain the best coverage in varying depths of water. Gain and power were adjusted to record a strong bottom return capable of supporting quality depth and backscatter data.

Multibeam investigations occurred after the main scheme multibeam and side scan sonar coverage was achieved and a list of the most significant contacts requiring investigations was compiled. The list of contacts was compiled after examining parameters such as multibeam coverage density, contact height, depth of the contact and navigational significance.

Table 4 lists the typical 7125 sonar settings for the survey.

Table 4. Typical Reson 7125 Sonar Settings

7125 Parameter	Value
Range	Variable, depth dependent
Receive Gain	15-25
Transmit Power	20-220 dB
Spreading	30 dB
Absorption	110 dB/km
Ping Rate	20 p/s max
Pulse Width	33-42 μ s

A7.e Bottom Sampling

At the time of DAPR submission 20 of the 49 assigned bottom samples have been acquired within the survey area. These bottom samples were acquired as specified in the *Hydrographic Survey Project Instructions* in accordance with section 7.1 of the HSSD. Approximate bottom sample locations were provided by NOAA in the final PRF. The final sampling plan used these locations with some modification of position to assure that they were acquired within the final survey coverage.

A8. Quality Assurance

Acquisition and processing methods followed systematic and standardized workflows established by DEA. These systems include, but are not limited to staff training and mentoring, a formalized project management program, record and log keeping standards, software version management, and a multilevel review process.

Multibeam survey data were converted and processed in CARIS HIPS version 8.1. Data processing methodologies followed standard CARIS HIPS workflows for multibeam data.

The default *CUBE Parameters.XML* was replaced with a file issued by NOAA Hydrographic Surveys Technical Directive 2009-2. This updated XML file uses the resolution dependent maximum propagation distance values required in the NOS HSSD.

All side scan contacts that were determined to be significant were investigated with multibeam according to object detection specifications. This technique is shown in Figure 3.

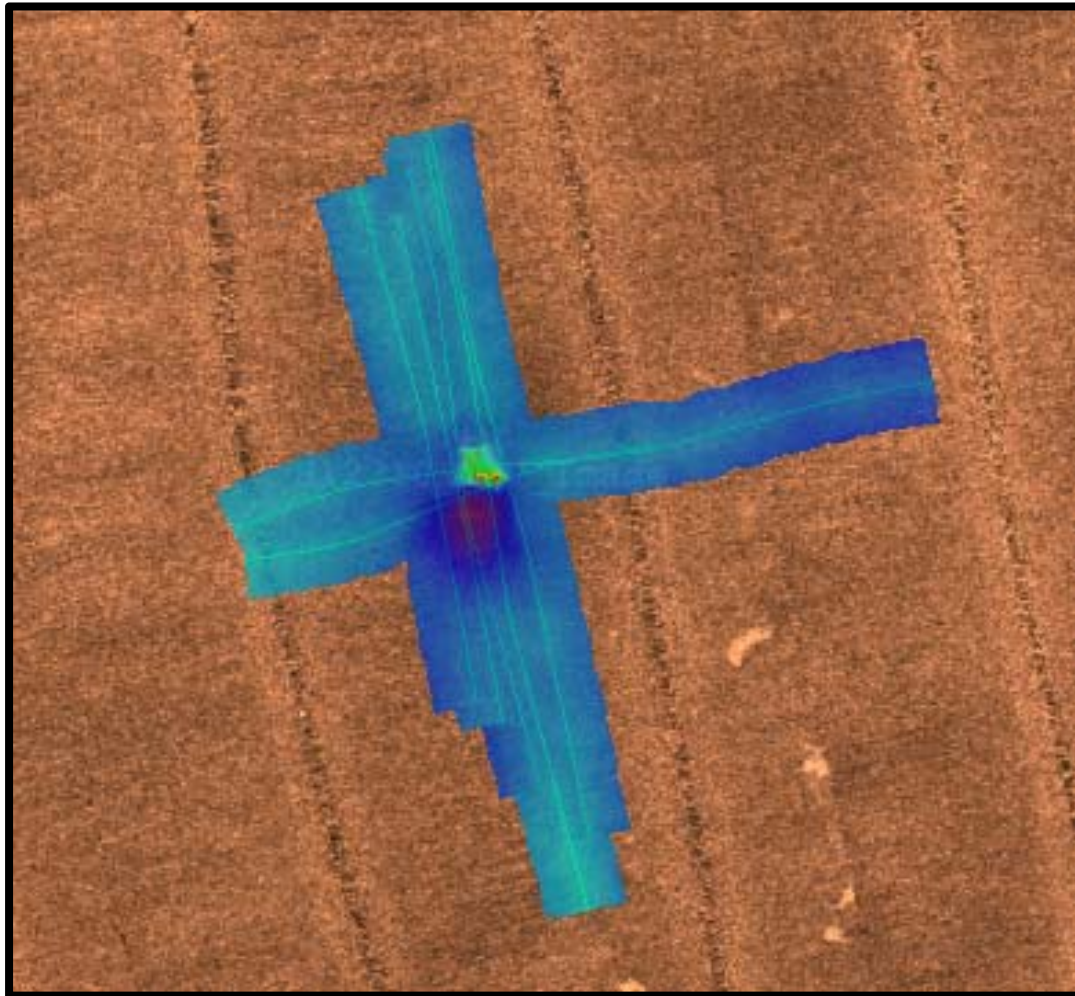


Figure 3. Side Scan Sonar Mosaic Overlaid with Multibeam and Sonar Contact

B. QUALITY CONTROL

B1. Data Acquisition

B1.a Side Scan Sonar

Triton Isis SS-Logger acquisition software was used to record side scan sonar data in XTF format. Adjustments to towfish height were made during stern tow data acquisition as necessary and logged in Isis SS-Logger to meet specifications and provide the best image quality possible. Changes to cable out values, sensor settings, offset configurations, data quality and contacts were recorded in the daily acquisition log. Typical windows for monitoring raw sensor information included a waterfall display for the sonar imagery, tow fish motions, cable out and layback, sonar signal voltage display and I/O port monitor. Data were displayed on a 30-inch LCD flat panel monitor mounted vertically at the acquisition station. The large format display allowed for increased time to analyze online contacts. Contacts were selected in real-time and during post-processing.

To aid in the consistency of contact identification, a table was posted at the side scan acquisition station listing slant range and towfish altitude to determine minimum shadow heights for 0.75-meter contacts at 50-meter range. Contacts were classified as significant if their estimated height was 0.75 meters or greater. When towing the side scan sonar from the stern of the vessel and using the cable out method for layback calculation, efforts to maintain towfish altitude at 8 percent to 20 percent of the range was tasked to the side scan operator, who also controlled the winch operation. The operator could view the towfish altitude above the seafloor on the Isis SS-Logger display and adjust cable-out accordingly, to maintain the towfish at the required height. At times environmental conditions (refraction or wave chop) and or shallow waters forced the operator to fly the side scan sonar towfish under 8 percent of the side scan range scale. When operating below minimum altitude, the operators recorded more frequent confidence checks to verify contacts could be observed across the full 50-meter range. When towing the side scan sonar in shallow regions of the survey area, the towfish was deployed with a fixed cable out with a fixed layback value from the tow point entered into SS-Logger. Due to the shallow nature of portions of this project, a waiver on minimum altitude was received by email from HSD on March 26, 2015. A copy of this email is included in OPR-J311-KR-14 *Project Correspondence*.

The digital cable out value was confirmed by stopping pay out of the tow cable when the 5-meter mark on the cable was at the top of the block sheave. Using this method, the cable-out meter was calibrated during each deployment and continuously during tow operations.

B1.b Multibeam

Multibeam echosounder data were collected to develop side scan contacts deemed navigationally significant. Multibeam data were acquired in HYPACK HYSWEEP file format (HSX). Adjustments to the sonar, including changes in range, power and gain were made as necessary, in order to acquire the best bathymetric data quality. Additionally, vessel speed was adjusted in accordance with the NOS HSSD to meet the required along track coverage. Typical windows for monitoring raw sensor information included timing synchronization, vessel motion, number of satellites, HDOP and PDOP. Raw attitude and nadir depth were also recorded in HYPACK

RAW format, as a supplementary backup. Multibeam snippets were logged in Hypack 7K format.

The HYPACK acquisition station operator monitored and tuned the multibeam sonar, tracked vessel navigation and maintained the digital line log. Operators monitored primary and secondary navigation systems to verify quality position data were acquired at all times.

B2. Methodology Used to Maintain Data Integrity

The acquisition systems and survey protocols were designed with some redundancy to demonstrate that the required accuracy was being achieved during the survey and provide a backup to the primary systems. Data integrity was monitored throughout the survey through system comparisons. Two positioning systems were used to provide real-time monitoring of position data. Position confidence checks, multibeam bar checks, and sound speed comparison checks were conducted regularly to confirm required accuracy was being maintained. Regular comparison checks were performed by comparing profiles from the primary and secondary sound speed sensors that were acquired concurrently. Sound speed profiles were computed for each of the sensors and compared to confirm instrumentation was functioning within survey tolerances.

A flow diagram of the data acquisition and processing pipeline is presented in Figure 4. This diagram graphically illustrates the data pipeline and processing workflow from acquisition to delivery.

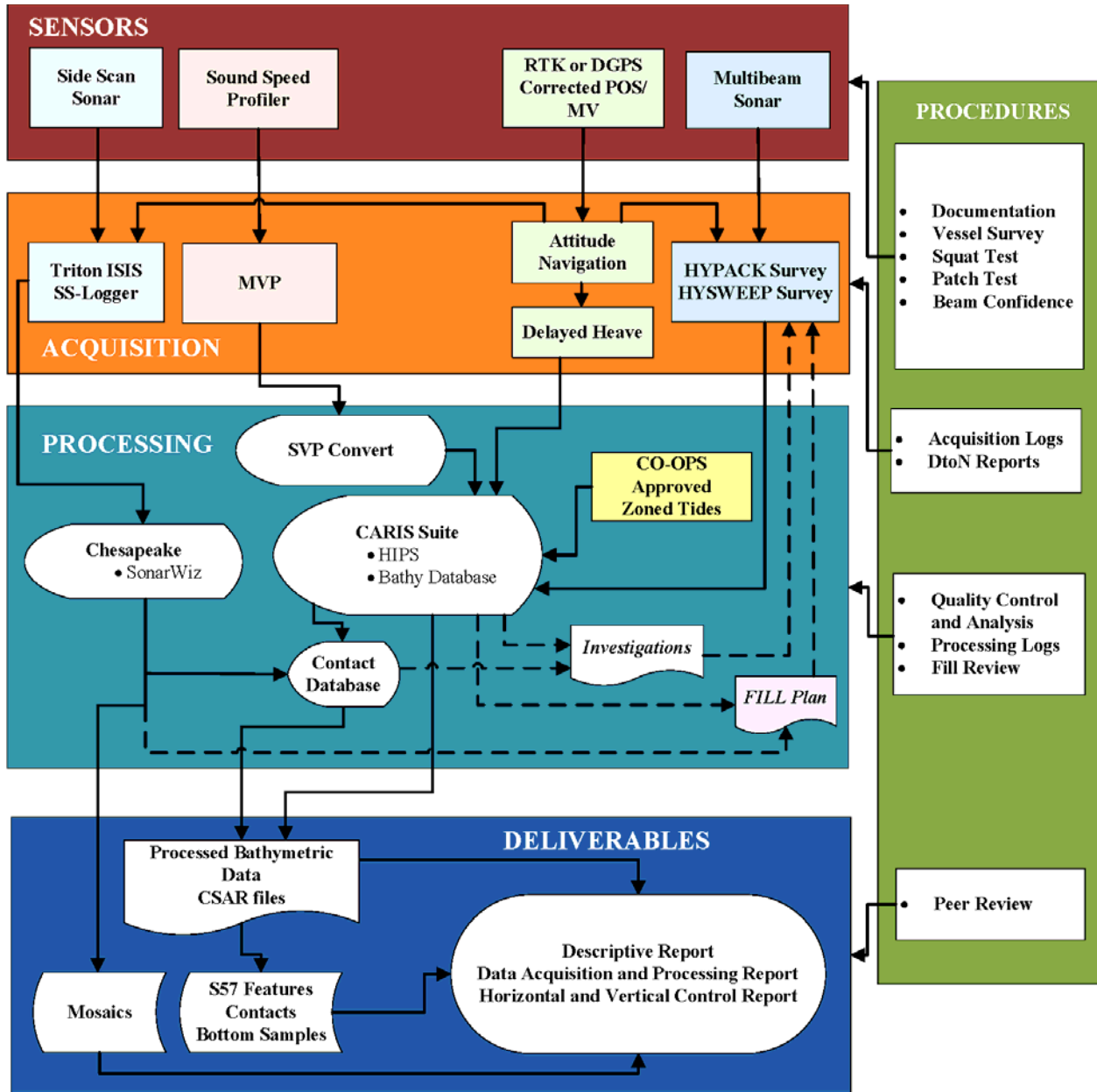


Figure 4. Flowchart of Data Acquisition and Processing Pipeline

B2.a HIPS Conversion

Multibeam data were converted from RAW and HSX format to CARIS HDCS format using the HYPACK conversion wizard. HIPS ground coordinates (UTM NAD 83 Zone 16N) were selected in the Conversion Wizard dialogue.

When converting multibeam data, the device numbers fields were left blank since there were no duplicate sensors logged in the HSX files. No data were rejected based on quality flags during conversion.

The CARIS output window was reviewed for failures during conversion.

B2.b Vessel Files

The HIPS vessel files listed in Table 5 contain all offsets and system biases for the survey vessel and its systems, as well as error estimates for latency, sensor offset measurements, attitude and navigation measurements, and draft measurements.

A side scan sonar vessel file for the S/V *Blake* was created to facilitate the review of side scan sonar data in CARIS SIPS by the processing branch. The side scan sonar vessel file was not used during data processing. Instructions for conversion of side scan data into CARIS HIPS using the vessel file are included in Appendix V *CARIS SIPS Side Scan Processing Guidance* of this document.

Table 5. HIPS Vessel Files

HIPS Vessel File	HIPS Converter	Sonar Type
OPR-J311-KR-14_MBES_WE.hvf	Hypack 8.1.10.0	Multibeam
OPR-J311-KR-14_MBES_BL.hvf	Hypack 8.1.10.0	Multibeam
OPR-J311-KR-14_SSS_BL.hvf	Hypack 8.1.10.0	Side scan

Sensor offsets for the R/V *Westerly* and S/V *Blake* were calculated from the vessel survey and dynamic draft values were calculated through the use of post-processed GPS observations. Draft (water line) was measured and entered daily from draft marks on the port and starboard side of the vessel's hull. Draft changes relative to the vessel reference point were entered into the multibeam vessel configuration file. These corrections are listed in tabular and graphical format in Appendix I *Vessel Reports*.

Best estimates for Total Propagated Uncertainty (TPU) values were entered into the vessel files based on current knowledge of the TPU/CUBE processing model. The manufacturers' published values were entered into the static sensor accuracy fields. Other values were either calculated or estimated. Navigation and transducer separation distances from the motion sensor were computed relative to the phase center, vice the top hat, of the motion sensor therefore the vessel file standard deviation offsets will not exactly match the sensor offset values. TPU values for the R/V *Westerly* and S/V *Blake* are listed in Table 6.

Table 6. Hydrographic Vessel File TPU Values

Manufacturer Accuracy Values for Total Propagation Uncertainty Computation HIPS Vessel File (HVF)*		
	R/V Westerly	S/V Blake
Motion Sensor		
	POS/MV	POS/MV
Position System 1	POS/MV Model 320 V 4	POS/MV Model 320 V 4
Position System 2	SPS750	SPS351
Gyro – Heading		
Gyro (°)	0.020 [#]	0.020
Heave		
Heave % Amplitude	5.000 [#]	5.000
Heave (m)	0.050 [#]	0.050
Roll and Pitch		
Roll (°)	0.020 [#]	0.020
Pitch (°)	0.020 [#]	0.020
Navigation		
Position Navigation (m)	0.100 [#]	1.000
Latency		
Timing Trans (s)	0.005	0.005
Nav Timing (s)	0.005	0.005
Gyro Timing (s)	0.005	0.005
Heave Timing (s)	0.005	0.005
Pitch Timing (s)	0.005	0.005
Roll Timing (s)	0.005	0.005
Measurement		
Offset X (m)	0.003	0.030
Offset Y (m)	0.003	0.030
Offset Z (m)	0.003	0.030
Speed		
Vessel Speed (m/s)	0.030	0.030
Draft and Loading		
Loading	0.018	0.023
Draft (m)	0.010	0.010
Delta Draft (m)	0.011	0.016
Physical Alignment Errors*		
Alignment		
MRU align Stdev gyro	0.090	0.015
MRU align roll/pitch	0.060	0.121

*All values given as 1 sigma.
[#] Real-time values loaded from POS/MV vrms_Mission 1.out files.

A tide uncertainty consisting of both measurement and zoning errors was provided via email (*Re: OPR-J311-KR-14 Tide Uncertainty Request*) from Center for Operational Oceanographic Products and Services (CO-OPS) and HSD staff on February 2, 2015. A copy of this email is included in OPR-J311-KR-14 *Project Correspondence*. The total tide uncertainty was entered in the HIPS Tide Value Zoning field during TPU computation. Sound speed and tide TPU values are listed in Table 7.

Table 7. TPU Values for Tide and Sound Speed

Total Propagation Uncertainty Computation in CARIS HIPS	
Tide Values	Uncertainty (m)
Tide Value Measured	0.000
Tide Value Zoning (H12708)	0.108
Tide Value Zoning (H12709)	0.108
Tide Value Zoning (H12710)	0.082
Tide Value Zoning (H12711)	0.102
Tide Value Zoning (H12512)	0.102
Tide Value Zoning (H12520)	0.102
Tide Value Zoning (H12721)	0.102
Tide Value Zoning (H12722)	0.077
Sound Speed Values	Uncertainty (m/s)
Sound Speed Measured	1.00
Surface Sound Speed	0.50

B2.c Static Draft

With the vessel out of the water, markings were surveyed and painted on the hull of the R/V *Westerly* providing a means to monitor vessel draft. Static draft readings from the port and starboard side were recorded at the start and end of each survey day. The start and end of day draft values for the sonar were calculated from the average of the port and starboard draft readings.

The S/V *Blake* was built with draft dampening tubes in each hull providing a means to monitor vessel static draft. Static draft readings from the port and starboard side hulls were recorded and averaged every 12 hours during 24-hour operations when sea conditions permitted, and at the start and end of each survey day during 12-hour operations.

The average draft value best approximates the true draft value at the vessel reference point during acquisition due to loading changes from fuel consumption during transit to and from the survey area, at the start and end of each day, or from ballast changes due to water consumption. Ultimately, the daily and 12-hour draft values were used to calculate draft relative the HIPS reference point which was entered into the “Waterline Height” field in the CARIS HVF files.

B2.d Sound Velocity

Sound speed profiles were applied to each line using the nearest in distance within time (one hour) option in the CARIS Sound Velocity Profiler (SVP) correct routine. During acquisition, profiles were taken at frequent intervals through the use of the MVP30 on the R/V *Westerly* and MVP30-350 on the S/V *Blake*.

B3. Bathymetric Data Processing

Multibeam data processing followed the standard HIPS workflow for CUBE editing by primarily using the Hypothesis count layer to direct necessary edits to the multibeam data.

Below is the list of correctors and filters applied to the bathymetric data in HIPS. Several of the steps are interim processes (such as the water levels) and were re-applied as needed. The TPU was re-computed for the multibeam data as needed to reflect changes in the correctors.

- Apply delayed heave
- Load zoned tide
- Review attitude editor
- Review navigation editor
- Apply daily concatenated sound speed profiles
 - “Nearest in distance within time 1 hour”
- Merge
- Compute TPU via values listed in Tables 6 and 7
- Filters applied based on the following criteria:
 - Reject soundings with poor quality flags (0) all sheets.
 - H12708 and H12709: Reject by swath width 60/60 (or 60/90 under special circumstances when adjacent to shoreline)
- Data reviewed and fliers removed in, Swath Editor and/or Subset Editor
- Add data to field sheet:
 - “CUBE” weighted surface of appropriate resolution for water depth
 - International Hydrographic Organization (IHO) S-44 Order 1
 - Density & Local Disambiguation method
 - Advanced configuration using the 2009 NOAA field unit parameters of the appropriate resolution surface
- Review CUBE surface and child layers with tiles with reference surface on

One field sheet was created to correspond to each survey. CUBE surfaces were created over the entire survey area using grid-resolution thresholds and resolution dependent maximum propagation distances for complete coverage surveys as specified in the NOS HSSD. CUBE surfaces using object detection resolution were created over each multibeam investigation of a significant side scan sonar contact. Survey coverage was specifically reviewed to confirm there were no holidays spanning the entire survey swath greater than three nodes or data gaps over significant contacts. The HIPS density layer of each multibeam grid was reviewed to confirm

that all multibeam investigations over significant features had either a designated sounding from a nadir beam, or the node overlying the least depth had a density of at least five soundings.

All of the multibeam data collected within survey H12708 and H12709 were reviewed in HIPS 3D subset editor with the in-house defined shoal biased reference surface active. For surveys H12710, H12711, H12712, H12720, H12721 and H12722, this method was only used to review significant contacts.

Soundings rejected by quality filters were displayed during editing, and any feature removed by a filter was manually re-accepted. Fliers making the CUBE surface shoaler than expected by more than the allowable International Hydrographic Organization (IHO) Order One vertical error were rejected. Designated soundings were used as necessary in order to force the finalized depth surface through reliable shoaler soundings when the difference between the surface and sounding was more than one-half the maximum allowable IHO Order One vertical error. Subset tiles were used to track the progress of processing activities. In addition, data processors reviewed sounding data and CUBE surfaces for excessive motion artifacts or systematic biases. All cross lines were manually reviewed for high internal consistency between the datasets and comparison statistics were also computed using the HIPS QC Report tool.

Contacts exported from the side scan sonar contact data base were displayed in the HIPS background as a Drawing Exchange Format (DXF) file and reviewed for multibeam coverage and significance. Designated soundings were created to denote the least depth of each significant submerged feature.

For surveys H12710, H12711, H12712, H12720, H12721, and H12722 a large portion of the data processing, QC, and review, was performed on the S/V *Blake*. Dangers to Navigation were reported directly to the DEA project manager via Iridium satellite broadband connection in order to expedite submission to the processing branch. This workflow is shown in Figure 5.

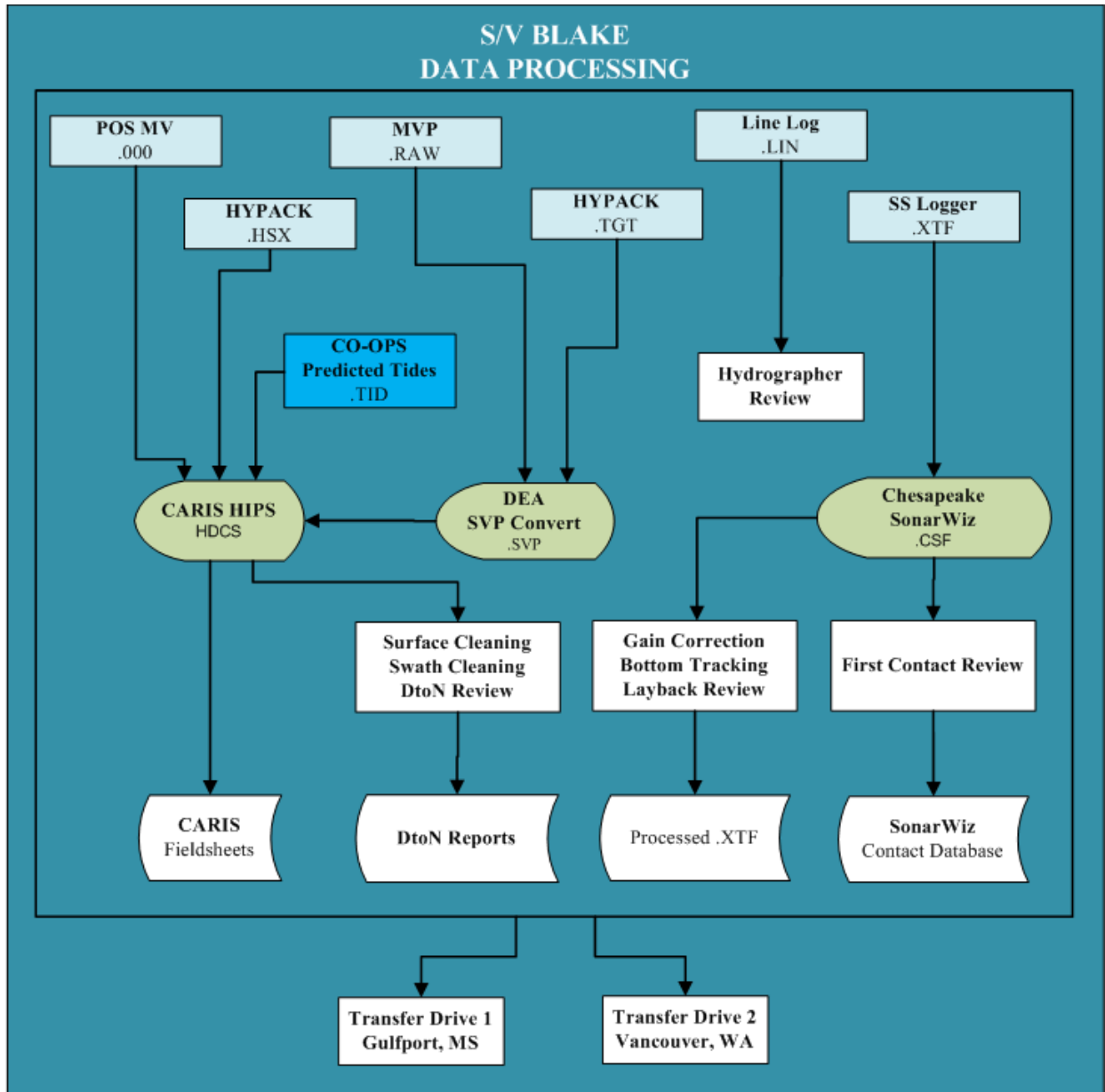


Figure 5. Flowchart of S/V *Blake* Data Processing Pipeline

B4. GPS Post-processing

For data collected within H12708 and H12709, POSpac MMS was used to extract the real time error data from the POS/MV .000 files. The error data was applied to the HIPS data for real time uncertainties using the HIPS Load Error Data tool.

Any data found to contain navigation data gaps greater than one second were updated with real-time navigation using the HIPS Load Navigation/Attitude Data tool. The real time navigation data was extracted from the POS/MV .000 files using POSpac MMS software.

Applanix POSPac MMS software was used to create a post-processed navigation solution for all patch test lines. The post-processed solution included new position, height, heading and attitude measurements in Smoothed Best Estimate of Trajectory (SBET) format. The SBET file was applied to the patch test data using the HIPS Load Navigation/Attitude Data tool during patch test processing and analysis.

B5. Final Bathymetric Processing

Upon the completion of editing multibeam data in HIPS, finalized CUBE grids were generated using the “greater of the two” option for the final uncertainty value. Selected soundings and contours were generated from the surfaces and used for chart comparison purposes, but are not included with the deliverables.

Designated soundings were used as a starting point for S-57 feature creation. Designated soundings that were determined to be obstructions, rocks, wrecks, or other significant features were imported into the S-57 feature files and attributed. S-57 objects were created for all new and incorrectly charted bearing features.

All features were created using the NOAA Profile object catalogue which references the NOAA Extended Attributes defined in the NOS HSSD. The NOAA extended attribute files were received by email from the Contracting Officer’s Representative (COR) on June 6, 2013. All mandatory feature attributes have been populated. In addition, the images attribute has been used to provide multibeam and side scan shots of features. The feature file also includes meta-object M_COVR.

B6. Side Scan Processing

After acquisition, the XTF files were imported into Chesapeake Technologies Inc. (CTI) SonarWiz and gain corrected. The side scan bottom track was then reviewed and losses of bottom or incorrect bottom track areas were re-digitized. Altitude, tow point offset and cable out were applied. The fish heading was then overwritten with the ship gyro using the Triton ISIS utility MODXTF. The processed lines then undergo two independent reviews to identify significant contacts. In most cases side scan contacts were determined to be significant if the measured height was within 25 centimeters of the significant height requirement to allow for contact measurement error. Also contacts with minimal shadow heights were classified as significant if there were areas deemed to be critical to navigation, or if they appeared to be mounds or other geologic structures, which cast little or no shadow.

Sonar contacts were processed using CTI SonarWiz software. Management of side scan sonar contacts was accomplished by utilizing an in-house utility created for contact tracking and meeting the requirements of the NOS HSSD. The database was maintained and stored in Microsoft Access using the .MDB file format. Contacts were added into the database on a daily basis upon completion of the side scan review and contact identification. The use of the .MDB format allowed direct geographic display of contacts and spatial queries within ESRI ArcGIS, where contacts were correlated and compared to the chart and other survey data.

Side scan mosaics were created using CTI SonarWiz. Georeferenced mosaics were generated in Tagged Image File Format (TIF) with an associated world file (TWF) at 1 meter resolution for each 100 percent survey coverage.

C. CORRECTIONS TO ECHO SOUNDINGS

C1. Static Draft

A detailed description of the static draft corrections can be found in section B2.c of this report. The daily and 12-hour draft values were used to calculate draft relative the HIPS reference point which was entered into the “Waterline Height” field in the CARIS HVF files.

C2. Dynamic Draft

Dynamic draft values for the both vessels were calculated from a squat test through the use of inertial-aided post-processed Kinematic (PPK) GPS observations utilizing a virtual base from a network of continuously operating reference stations.

A settlement and squat test for the R/V *Westerly* occurred prior to the start of OPR-J348-KR-11 on May 27, 2011 (DN 147). On the evening of October 7, 2014 (DN 280), a backup generator was installed on the aft deck of the R/V *Westerly*. A squat test was performed on November 3, 2014 (DN 307) to account for this modification. No modifications which would impact the settlement and squat curves were made after the second test was performed.

A settlement and squat test for the S/V *Blake* using post-processed GPS height observations was performed near Gulfport, MS on November 14, 2014 (DN 318). A second squat test was performed on December 12, 2014 (DN 346), after a 750 gallon external water tank was installed on the aft deck of the S/V *Blake*. After analysis of the results it was determined that the installation of the water tank did not significantly change the dynamic draft therefore it was not entered into the HVF. No modifications which would impact the settlement and squat curves were made after the second test was performed. Results from these tests are included in Appendix I *Vessel Reports*.

The settlement and squat values were obtained by computing an average of GPS height values at different ship speeds, measured in knots and revolutions per minute (RPM). Transects were run twice at each RPM interval along opposing headings. With the vessel at rest, static GPS height observations were recorded between each RPM interval, in order to obtain a baseline GPS height value not affected by tide changes during the test. These values were linearly interpolated to determine the baseline GPS height at the time of the dynamic draft measurement. The difference between the GPS height while the vessel was in motion and the interpolated static GPS height was used to calculate the dynamic draft for each transect. An average dynamic draft corrector was then calculated from the average of the two values for each RPM interval. The average speed for each RPM interval and the average dynamic draft corrector were entered into the HIPS vessel file. Uncertainty estimates for dynamic draft were calculated by taking the average of the standard deviation for all dynamic draft calculations per transect.

C3. Bar Check Comparisons

Weekly bar checks were performed to confirm that the multibeam sonars were functioning properly and static draft was accurately documented. For the R/V *Westerly* a bar check device was constructed using a 6-inch diameter aluminum pipe. On each side of the pipe, a chain was fixed, measured and marked at 3 meters from the top of the bar. The bar check performed on October 12, 2014 (DN285) had a 0.09-meter difference between measured and observed depths. There was no offset observed in the main scheme multibeam data between the prior and following bar checks. The invalid bar check documentation has been preserved in Appendix II but has been removed from the average and standard deviation calculations.

A Ross Laboratories Inc. Model 5150 lead target ball attached to the end of a wire cable and chain, marked at 3 meters, was used to bar check the multibeam on the S/V *Blake*. The 3-meter marks were checked periodically with a measuring tape.

The individual bar check devices were lowered to 3 meters depth below the water surface, a point above the natural bottom, where it could be clearly ensonified. The depth of the bar was compared to the depth of the bar reported by the sonars. Observations were recorded in a comparison log. Tabulated bar check comparisons may be found in the Weekly Bar Check logs included in Appendix II *Echosounder Reports*.

C4. Heave, Roll and Pitch Corrections

An Applanix POS/MV 320 V4 integrated dual frequency GPS and inertial reference system was used for the motion sensor for this survey. The POS/MV 320 is a 6-degree of freedom motion unit, with a stated accuracy of 0.05-meter or 5 percent for heave, 0.02 degrees for roll and pitch and heading. Real-time displays of the vessel motion accuracy were monitored throughout the survey with the MV-POSView controller program. If any of the vessel motion accuracy degraded to greater than 0.05 degrees root mean square (RMS), survey operations would be suspended until the inertial unit was able to regain the higher degree of accuracy. Manufacturer reported accuracies as published on the CARIS HIPS TPU website (<http://www.caris.com/tpu/>) were entered into the HVF and used for TPU computations for multibeam data acquired by the S/V *Blake*. Schematics of the vessel and sensor set-up for the R/V *Westerly* and S/V *Blake* are located in Appendix I *Vessel Reports*.

C5. Patch Tests

Multibeam patch tests were conducted for the R/V *Westerly* and S/V *Blake* to measure alignment offsets between the IMU sensor and the multibeam transducer and to determine time delays between the time-tagged sensor data. Multiple patch tests were performed throughout the project to verify the adequacy of the system biases. Patch tests were performed periodically throughout the project including at the beginning of the project, after any system replacement, and at the end of the project. Each patch test consisted of a series of lines run in a specific pattern, which were then used in pairs to analyze roll, pitch and heading alignment bias angles.

Roll alignment was determined by evaluating the reciprocal lines run over a flat bottom used for the latency test. The pitch tests consisted of set of reciprocal lines located on a steep slope or over a submerged feature. The yaw error was determined by running parallel lines over the same area as the pitch tests. All lines were run at approximately 3 knots to 6 knots. Patch tests were run in the local survey area. Selected pairs of lines were then analyzed in HIPS Calibration editor to measure the angular sensor bias values. Visual inspection of the data confirmed each adjustment.

All patch test data were processed with RTK-GPS or post processed Applanix POSPac MMS SBET positions.

Sonar offsets and alignment angles computed during patch tests were entered into the HVF. Sonar roll and pitch values were entered in HVF SVP1 field rather than the Swath1 field in order for the HIPS Sound Velocity tool to work correctly.

C6. Tide and Water Level Corrections

The primary water level stations used for survey H12708 and H12709 were: New Canal Station, Louisiana (8761927); and Shell Beach, Louisiana (8761305). In addition to the two primary water level stations for H12708 and H12709, two subordinate water level stations were installed: Rigolets, Louisiana (8761402); and Vicinity of UNO Chef Menteur, Louisiana (8761385).

The primary water level stations used for survey H12710, H12711, H12712, H12720, H12721 and H12722 were: Pascagoula, Mississippi (8741533); and Bay Waveland Yacht Club, Mississippi (8747437).

The HSD provided HIPS Zone Definition File (ZDF) was revised with permission from HSD staff and renamed J311KR2014CORP_rev2 to denote the revision. Zoning from the tertiary gauges were included in the revised zoning file. This file was used to apply zoned tides to the bathymetric data. The primary and subordinate stations experienced no down time during periods of hydrographic survey up to the delivery of this report.

C7. Sound Velocity Correction

During data acquisition, the MVP30 (R/V *Westerly*) and MVP30-350 (S/V *Blake*) was deployed as needed to obtain an adequate number of sound velocity profiles to properly correct the multibeam data during data processing. Casts were taken at approximately 15-minute intervals. The location of casts along the survey track lines were varied to ensure adequate spatial coverage. If significant cast-to-cast variability was observed, the time between casts was decreased. All casts extended to at least 80 percent of water depth, with at least one deep cast (extending to 95 percent of depth) taken per day.

Checks were completed to verify pressure sensor and sound speed instrument performance. Corrections for the speed of sound through the water column were computed for each sensor. Sound speed profiles were imported and overlaid for comparison into an Excel file. All

comparisons were well within survey specification. Sound speed check results are included in Separate II *Sound Speed Data Summary* of the Descriptive Reports.

The sound speed correction was applied to each line using the nearest in distance within time (one hour) option in the HIPS SVP correct routine. All casts were concatenated into a HIPS SVP file for each survey day. Time, position, depth, and sound speed for each profile were included in the HIPS file.

D. APPROVAL SHEET

The letter of approval for this report follows on the next page.



DAVID EVANS
AND ASSOCIATES INC.

LETTER OF APPROVAL

OPR-J311-KR-14 DATA ACQUISITION AND PROCESSING REPORT

This report and the accompanying data are respectfully submitted.

Field operations contributing to the accomplishment of OPR-J311-KR-14 were conducted under my direct supervision with frequent personal checks of progress and adequacy. This report and associated data have been closely reviewed and are considered complete and adequate as per the OPR-J311-KR-14 *Statement of Work* (July 9, 2014) and *Hydrographic Survey Project Instructions*.

Jonathan L. Dasler, PE (OR), PLS (OR, CA)
NSPS/THSOA Certified Hydrographer
Chief of Party

Jason Creech
NSPS/THSOA Certified Hydrographer
Lead Hydrographer

David Evans and Associates, Inc.
April 2015

E. TABLE OF ACRONYMS

AML	Applied Microsystems, Ltd
CMR+	Compact Measurement Record Plus
CO-OPS	Center for Operational Oceanographic Products and Services
COR	Contracting Officer's Representative
CTD	Conductivity, Temperature, Depth
CTI	Chesapeake Technologies, Inc.
CUBE	Combined Uncertainty and Bathymetry Estimator
DEA	David Evans and Associates, Inc.
DGPS	Differential Global Positioning System
DN	Day Number
DXF	Drawing Exchange Format
FP	Feature Pack
GIWW	Gulf Intercoastal Waterway West
GPS	Global Positioning System
HIPS	Hydrographic Information Processing System
HSD	Hydrographic Surveys Division
HSSD	Hydrographic Survey Specifications and Deliverables
HSX	Hypack Hysweep File Format
HVF	HIPS Vessel File
IHO	International Hydrographic Organization
IMU	Inertial Motion Unit
MBES	Multibeam Echo Sounder
MHW	Mean High Water
MP	Multi Pulse
MVP	Moving Vessel Profiler
NAS	Network Attached Storage
NMEA	National Marine Electronics Association
NOAA	National Oceanic and Atmospheric Administration
NOS	National Ocean Service
NTRIP	Network Transport of RTCM data over IP
POS/MV	Position and Orientation System for Marine Vessels
PPK	Post Processed Kinematic
PPS	Pulse per Second
PRF	Project Reference File
R/V	Research Vessel
RMS	Root Mean Square
RPM	Revolutions per Minute
SBET	Smoothed Best Estimate of Trajectory
S/V	Survey Vessel
SVP	Sound Velocity Profiler
TIF	Tagged Image File Format
TPU	Total Propagated Uncertainty
TWF	World File
USCG	United States Coast Guard
UTC	Universal Time Coordinated
XTF	Extended Triton Format
ZDA	Global Positioning System Timing Message
ZDF	Zone Definition File